

# THE KENTUCKY TRIBUNE.

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DOCTORS

WE PARTED IN SILENCE.

We parted in silence—we parted at night,  
On the backs of lonely river,  
Where the fragrant times their bouquets wrote—  
We met and we parted never.

The night birds sing and the stars above—  
Told many a touching story.

Of friends long past to the kingdom of love,  
Where the soul wears its mantle of glory.

We parted in silence—our cheeks were wet—  
With the tears that were past controlling.

And we vowed we would never, no, never—

Forget,

And that at that time was consisting.

But the lips that echoed that vow of thine—

As cold as that lonely river,

And the sparkling eye—the spirit's shrine—

Has shrunk to fire-forever.

And now on the midnight sky I look—

Till my heart grows full to weeping,

Each star to me is a sealed nook—

Some tale of that loved one keeping.

We parted in silence—we parted in tears—

On the banks of that lonely river;

But the cold and gloom of us by-gone years—

Will bring o'er its waters forever.

RULES FOR THE YOUNG.—If you wish to cultivate your mind and succeed in the pursuit of knowledge, observe carefully the following rules:

1. Take care of leisure moments as you would of gold.

2. Do not spend more time than necessary in sleep.

3. Withdraw from all idle and silly companions.

4. Have always some good reading on hand.

5. Read no novels, but history, biography, and works of science.

6. Always think, always observe, always seek to learn.

7. Think of the pleasure of knowing and of the disgrace of ignorance.

8. Take your motto, "what has been done can be done."

9. If at first you don't succeed, try, try, try again!

He is only a Mechanic.

How frequently is the remark made by aristocratic upstarts, who have nothing to recommend them save their money and impudence, when the name of an honest, intelligent mechanic happens to be mentioned in their presence. They consider it degrading to associate with those who do not, like themselves, possess wealth, even though their wealth was obtained by the most rascally means. Nothing is so disgusting to well-bred, well-informed people as to hear an ignorant, conceited, puffed up, long-haired, brainless, impudent dandy, talk about mechanics, as if they were in their element.

No true lady or gentleman would be guilty of such littleness. It is only *snobbish*—beauty—the worthless, contemptible—she would do so. Show us the man or the woman who would consider it a disgrace to associate with honest, well-informed mechanics, and we will show you a poor, ignorant, worthless, conceited creature—useless to himself and the world, and a disgrace and inconvenience to his friends.

ON SMOKING.—Of the three modes of using tobacco, smoking is that which seems to have insinuated itself most extensively among the youth of our community. Tobacco, employed in this way being drawn in with the vital breath, conveys its poisonous influence into every part of the lungs. There the noxious fluid is entangled in the minute spongy air-cell and has time to exert its pernicious influence on the blood, not in vivifying it but in vitiating it. The blood imbibes the stimulant narcotic principle, and circulates it through the whole system. It produces, in consequence, a febrile action in those of delicate habits. Where there is any tendency to phthisis, and the tuberculous matter, and thus sow the seeds of consumption. This practice insinuates the natural taste and relish for impure food. As to pleasure produced by it, it is, I believe, a well-known fact, that a person smoking in the dark is very often unable to determine whether his cigar is lighted or not—Dr. J. C. Warren.

Search others for their virtues thyself for thy vices.

## MESSAGES.

### Hunting a Testimonial.

BY JOHN JONES, JR.

"Doctor," said a man with a thin, sallow countenance, pale lips, and leaden eyes, coming up to the counter of a drug store in Baltimore, some years ago—Doctor, I've been reading your advertisement about the 'Universal Restorer and Balsam of life,' and if that Mr. John Johnson's testimony is to be relied on, it ought to suit my case, for, in describing his own sufferings, he has exactly described mine. But I've spent so much money on medicine, to no purpose, that I'm tired of being humbugged, so if you'll just tell me where I can find this Mr. Johnson, I will give him a call. I'd like to know if he's a real flesh and blood man."

"You don't mean to insinuate that I forged a testimonial?" replied the man of medicine, with some slight show of indignation.

"Oh, no. I don't insinuate anything at all, doctor," answered the pale-looking man. "But I'd like to see this Mr. Johnson, and have a little talk with him."

"You can do that, if you'll take the trouble to call on him," said the doctor, in an off-hand way.

"Where can I find him?" asked the man.

"He lives a little way out of town, about three miles, on the Frederick turnpike!"

"Ah! so far?"

"Yes. Go out till you come to the three mile stone; then keep on the road turning off to the right, along which you will go about a quarter of a mile, when you will see a brick-house. Mr. Johnson lives there."

The thin sallow-faced man bowed and retired. As he left the store, the doctor gave a low chuckle, and then said half aloud—

"I guess he won't try to find this Mr. Johnson."

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nearly dead now with fatigue; I'll try once more to find this man, and if I don't turn him up, I'll let the master drop. I don't believe your medicine will do me much good any how."

"I'm sure it will help you," replied the doctor. "I can tell by your very countenance that it is what you want. Hundreds, affected as you are, have been restored to health. You'd better take a bottle."

"I want to see this Mr. Johnson first," persisted the sick man.

"Get a carriage, then. This walking in the hot sun is too much for you."

"Can't afford to ride in carriages.—I have spent all my money in doctor's stuffs. Oh dear! well! You say this man lives just beyond the three mile stone, at the first road leading to the left?"

"Yes."

"Two poplars stand at the gate?"

"Yes."

"I ought to find that," said the man.

"You can find it if you try," returned the doctor.

The man started off again.

"Plague on the persevering fellow!" muttered the man of drugs, as soon as the invalid retired. "I wish I had sent him six miles instead of three."

The day wore on, but the Testimonial Hunter did not re-appear. Early on the next morning, however, his pale, thin face, and emaciated brow were visible in the shop of the quack doctor.

"Ah! good morning! good morning!" cried the latter, with one of the most assured and pleasant smiles in the world.

"You found Mr. Johnson, of course?"

"Confound you and Mr. Johnson too!" replied the invalid, impatiently.

"You can do that, if you'll take the trouble to call on him," said the doctor, in an off-hand way.

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## THE TRIBUNE.

DANVILLE, KY.,  
FRIDAY, APRIL 15, 1853.

### SELECTED ITEMS. ON ALL SORTS OF SUBJECTS.

BY SCISSORS AND PASTE-BRUSH.

News is the morning star until May 13, then evening star until Feb. 28, 1854.

It is stated that very rich gold mines have recently been discovered in Oregon.

An Aeronautic telegraph is being established between Boston and New York.

Hon. J. C. Mason (according to the Mt. Sterling Whig) declines a nomination for Congress.

We learn that on Sunday night last about twenty slaves ran away from Bond's country.

A small Irish lad was drowned at Monterey, Kennebec river, last Wednesday evening. He had ridden a horse to water, and fell off.

Major John P. Campbell has announced himself as a Whig candidate for Congress in the Second District.

On Wednesday, a stable belonging to Stephen Hall, was destroyed by fire at Paris and three horses were burnt.

A few weeks are at Cairo, his, a family consisting of man and wife, and one child were buried to death in their house.

The auction sales at last county court day at Paris amounted to \$59,472. Over 1100 articles were offered for sale.

The news as far as we have seen the returns of the different townships in Indiana, has reached pretty generally in favor of "no license."

The Covington (Ky.) *Flag* says the gas company is pushing the work forward at a rapid rate, and that the city will soon be in a blaze of glory."

We see it stated that Ex-Governor Hehn declines becoming a candidate for Congress in the district in which he resides.

The Chicago Tribune says that some of the railroad companies in Illinois are impeding men direct from Ireland to supply the present scarcity of laborers.

Ex-President Fillmore and family arrived at Buffalo on Saturday night, with the remains of Mrs. Fillmore. The funeral took place on Sunday week.

The Lexington Statesman announces the death from apoplexy of Mr. Richard B. Kirby, who died at his residence near that city on Sunday week.

It is rumored in Washington that Mr. Cushing, the Attorney General, and Mr. Dahlgren, the Secretary of the Navy, are to change places.

The Switzland block of marble contributed to the National Monument was received with great pomp and display at Washington, on the 5th last.

The Mr. Sterling Whig states that General Thomas Marshall, in a quarrel with his tenant about the cross-snapped his gun at him, bursting a cap, and was shot by the tenant while preparing for another trial.

We learn from the Nashville Union of Wednesday last, that the District jail of Cheraw, South Carolina, was a few days ago surrounded by fire together with eight prisoners—all confined within its walls.

A fracas occurred on the steamer Funny Farmer, at Paducah, on last Friday, between two deck hands, James Feller, of Ala., and William Koenig, an Irishman of Paducah, in which Feller stabbed Koenig, killing him almost instantly.

The proposition submitted to the voters of Mason county on Monday last, to subscribe \$100,000 to the stock of the Maysville and Big Sandy Railroad Co., resulted in favor of the subscription by a decided majority.

**THE SOUTHERN CONVENTION OF MEN.**—Among the objects contemplated by the Southern convention which is to assemble at Memphis on the first Monday, in June, are the following:

### The Railroad Gauge.

The Lexington Observer and Reporter of Saturday last, contains a well written and truthful article in favor of fixing the gauge of the Lexington and Danville Railroad at *five feet*. This article is intended as a reply to some one who, over the signature of a "Friend of Railroads," endeavored to prove that the *four* foot 6 1/2 inch gauge was preferable. We have only made for the closing part of "Fayetee's" communication, together with the accompanying letter from an able and experienced Engineer. The arguments used, are enough, in all conscience, to prove to any who will think properly of the matter, that the *five* foot gauge is *the* gauge, for our road, and that nothing less a gorging self-interest could have induced those who have opposed its adoption. We ask that the Stockholders of the Lexington and Danville Railroad will carefully read what follows:

"Finally, our 'Friend of Railroads' closes by an appeal to the jealousy of Danville and asks us, if we will sacrifice the advantages of the three connections of Louisville, Maysville and the Big Sandy road for the single connection of Covington! "We answer, no—She will make her own road south without any obstruction, and such will be the importance of her connections, that not only Covington, but Maysville, and even the Big Sandy road will also make theirs five feet, (as a "Friend of Railroads" argues, that a transhipment away off the Stage road is a small matter,) so that Danville will have three important connections, besides securing the Nashville and Memphis connection, and as have the connection with the Lexington and Louisville road, free of any charge for transhipment upon the very principle laid down by our 'Friend of Railroads.'—Where he speaks with direct reference to this very point, he says: "Can any one doubt that *five* feet of uniform gauge do business at one price, that those of broken gauges will not come as low?" So that Danville has everything to gain and nothing to lose, by adhering to the southern gauge.

"In conclusion, as the decree has gone forth from those gentlemen, accustomed to do the thinking of this country, and who are determined to protect their *interests* at all hazards, even to putting in filters that will carry out their policy, which is considered so necessary to protect their *investments* in the Frankfort road, (as the late resignation of one of its officers with the bantering resolutions of great ability, &c., clearly indicate, if they succeed in this matter,) who is to be the future President of the Danville road?

The present officers of the Danville road think, that in view of the thankless trouble and inconvenience which they have suffered in bringing forward this road, that they ought to have a fair compensation of the stockholders of this road in reference to his vexed question, and propose as a fair means of obtaining the same, to destroy the present papers that have been obtained of the proxies of each proposed by interested parties, that way lying between the Northern and Southern road, shall adopt the narrow gauge of the Maysville road, and connect with the latter rather than the Cincinnati road. Is Maysville now, or has she the prospect of becoming, within any definite period, a commercial centre greater than Cincinnati, with which our business interests call upon us to connect to the exclusion of the latter?—What has she done for our road, and what will she do? An argument used by them is, "If the Lexington and Danville railroad be made on the narrow gauge, the Covington and Lexington will be also, even at some extra expense?" If this be so, then does it not appear that a break of gauge is no impediment, that an engine should not run over 100 miles before it is to be repaired? On the contrary, does it not prove that the Covington interest well understood the disadvantages of a break of gauge at Lexington, even though they may not design to run either their engines or cars on your road. But you do not need to be informed, that though an engine should not run over 100 miles per day, and that is no inconvenience for a passenger to change cars, yet there is a manifest inconvenience and expense attending the transhipment of the hundreds of thousands of live stock which will yearly traverse your road, let it be done by means however inconveniently expedient. Rates of car and hogsheads of sugar, &c., &c., will not move without hands, but must be made to change cars, and for what purpose? not for the benefit of Lexington, who has agreed to build your road—for if the Maysville road connection be so valuable, your road taking the same gauge, and the Covington doing the same, will sweep its trade through Lexington—but that Cincinnati, who has and will aid your enterprise, must be debarred by you from enjoying any facilities of trade not possessed by Maysville, who has not, cannot, and will not raise one dollar in your behalf.

We leave out, for the present, the establishment of a continental depot, in opposition to Liverpool. The direct exportation of cotton by the planter, thus going away with middle men, middle warehouses, middle commissions, middle insurances and all that innumerable medium which eats up our substance, and concentrates our exports at Liverpool.

To build up a Southern importing market, in opposition to New York.

To establish through railway alliance, more sympathy with the Great West and North West, socially, commercially, and nationally.

To have one or more lines of steamers to Europe.

To induce emigration through Southern ports to pass to the west by a communication always open, expeditious, and cheap; or to settle on our fertile lands.

To stimulate manufactures and general industry. To educate our children at home, to spend our wealth at home.

To aim at commercial and industrial independence.

Gov. Powell has appointed a large number of delegates to represent Kentucky to the Convention—Hon. J. F. Beck and M. J. Durham, Esq., of this place, among the number.

A letter from Florence, Italy, in the Boston Traveler, says:

"Our of Kentucky, has finished a bust which will compel Powers to look sharp after his tools in this line. It is of Crittenden; and for life like finish and beauty of execution has never been surpassed, it equalled, by either modern or ancient sculpture. This seems like exaggerated pride, but Italian artists who have seen it say the same; on I. M. S., or its sister at Constantinople, (good authority in art,) says he has never seen its superior.

Hart is making good progress in his model of the statue of Henry Clay, for the ladies of Virginia. It will present the American's steepest and orator in one of his graceful and dignified poses, while waiting the full effect upon his audience of his concentrated eloquence, before winging them with fresh bursts of his wonderful power.

Hon. Humphrey Marshall, Minister to China arrived at Hong Kong yesterday to the 25th of January last.

was instead increased in length; but it was soon found that there was a limit to increased dimension in this direction, and the demand for increased power or steam capacity continuing, the only ready was to increase the *diameter* of the boiler, and by adding to the distance between the rails, afford room to lower it in the frame. It had been found, also, that the new machinery introduced was cramped for room, (the *standard* gauge of locomotives differing widely from their ancestors,) and as such machinery a few inches is a great relief, by widening the space between the rails to the free height of the engine, the new accommodation was obtained to suit the new necessities of the machine.

The true width was not arrived at by the first trial, but 7 feet—6 feet—5 feet—5 feet—5 feet 4 inches, and many intermediate widths have been tried and are still in use, the final conclusion being arrived at, that, at least of the most economical disposition of steam room and machinery, *five feet* between the rails is the most desirable and *least* expensive width. It must be admitted, however, that some engine builders of eminence maintain that 5 feet 4 inches is the most desirable width, while all will tell you that 1 foot 2 inches does not give the room they need.

The importance attached, in my mind, to your adopting for your road the wider gauge, will not permit me to confine myself to enumerating its mechanical advantages as the sole inducement for you to adopt it, but I must be permitted at least to hint at the collateral advantages growing out of your peculiar position.

The views sketched are all undeniably familiar to your mind, and I shall therefore only briefly refer to them.

Were your road merely local line, designed solely for the accommodation of the travel from Lexington and Danville, it would matter but little what gauge you adopted; but your true position is as a rival to the Mississippi and Ohio rivers where there is *no break of gauge*. Circumstances, and will, for a long time to come, be the commercial centre of this section of country in spite of every opposition.

A large portion of her trade is with New Orleans and the South. In order that your road may be benefited by her commerce, numerous obstacles than those has herself interposed should be thrown in the way of an intimate business connection.

We propose to carry the products of the Northwest and North.

We propose to carry the products of the South, Southwest and South-east, N. & S. And we propose to carry the products of Kentucky herself, both North and South.

We can compete successfully with the river in supplying the interior with the heavy products of the Southern plantations, as well as in foreign luxuries; and return among other articles of our traffic and logs on the hoof.

But all this is measurably dependent on the continuity of road to the Southern points of Charleston, Savannah, Pensacola, Mobile and New Orleans being *subtended*, all these cities being connected with the point to which you aim with a 5 feet track.

The Covington and Lexington railroad company, with a wise foresight, seeing their true position, have adopted the same gauge with the Southern roads, but a new proposed by interested parties, that way lying between the Northern and Southern road, shall adopt the narrow gauge of the Maysville road, and connect with the latter rather than the Cincinnati road. Is Maysville now, or has she the prospect of becoming, within any definite period, a commercial centre greater than Cincinnati, with which our business connection will be destroyed, the Covington interest will be the only one to be desired in a public manner of this kind.

It will only add, for those who desire information on this subject of gauge, that I herewith submit a copy of a letter from an eminent engineer of great experience, (who does not, of course, get this information in secret hand,) in reference to the importance of the southern gauge for the Danville road, heras he is at present absent from the State on business, I do not feel at liberty to give his name at present, but it will be forthcoming in due time. Hear him!

—FAYETTE.

In answer to your request to furnish the grounds upon which the advocates of the wide gauge claim it to be preferable over the narrow, I beg leave to say, that you are probably aware, that the narrow gauge was not originally adopted for any supposed advantages, or after an elaborate enquiry into the merits of the question, as far as the width of the coal wagons of the railroads for that date, when the power employed was, of course, horse and as the system extended over the country and practically was brought to be applied to other uses than the transportation of coal, until finally the improvements in machinery showed the applicability of steam, as the moving power. The construction of the machines used were of course made to conform to the existing width of road. The transportation of passengers at high speed, in fact at the comparatively short history of railroads, subsequent to the introduction of steam, as a moving power on roads.

Upon the introduction of railroads into this country, the width of track used in England was very naturally used as a measure. It was found, however, that in the high speed desirable for passenger traffic, there was a certain degree of unsteadiness in the engine, arising from its height and the narrow base on the rails, which not only proved injurious in its effects upon the inaccuracy of the engine, but also the difficulty thrown in your way for the successful negotiation of your securities at the East, where the question is at present better understood; and regard, for a moment, your interest South, upon the supposition that this proposed gauge will not (as it might do) break up at present all chance of connection with the Southern roads through Tennessee. If the gauge be broken at Danville, no advantage can accrue to her; without a corresponding injury to the road. If any one derives a profit by this break, the road must pay for it in some shape—that is clear—and for you to build an extension upon which you cannot run your own engines is manifestly *out of the question*.

In order to diminish this dangerous oscillation, it was proposed so to arrange the machinery on the sides, as to permit the boiler (which was the great weight) to be lowered, thus making the engine smaller on the track; but an additional evil was evidently being made on the capacity of the boiler, to provide steam to keep up the increasing velocity, and as any increase in the diameter of the boiler to confer this capacity, would be avoided with the evil of raising the center of gravity, and thus again diminishing the stability, the boiler

where under like circumstances, and which results in a saving of 25 to 30 per cent in the expenses of the road. This gain will be completely debited by the necessity of keeping up two distinct establishments of engines, cars, &c.; and all the advantages of your peculiarly favorable position, and the location of your road lost, and without an equivalent being offered you. The subject admits of discussion in many aspects which will occur to you, and I have only to say, that no consideration of present pecuniary advantages should be permitted to weigh with your company for *one instant* in deciding upon the question of the gauge. It is bearing the very *life* of the road, its *birthright* as it were, to entertain such a proposition for a moment.

Respectfully yours,

W. C. ANDERSON, *Congress.*  
Danville, April 8, '53.

Especially yours,

W. C. ANDERSON, *Congress.*  
Danville, April 8, '53.

### Commissioner's Sale OF HOUSES and LOTS.

BY virtue of a decree of the Boyle Circuit Court, in the case of Isaac W. Flegg, & Co., against Elizabeth Flegg, & Co., the undersigned Commissioner will,

On Monday, April 16th, 1853,

Being County Court day, expose to sale to the highest bidder, the following VALUABLE PROPERTY, to wit:

The Dwelling-House and Lot

Now occupied by Mrs. Elizabeth Flegg, in the town of Danville. Said Dwelling is large, containing plenty of room, with a good Brick front, and fine large Brick Office, all in亟亟 repair, with grounds sufficient for all necessary purposes; also a good new Cellar, which affords plenty of water to supply the house, together with other necessary and convenient offices for the business.

The Dwelling has been a valuable property in the neighborhood; lies 5 miles south of Danville, 1 mile from the Turnpike leading from that place to Hustonville, and 11 miles from the Railroad leading from Lexington to M'Wayneville, Penn., a portion of which is now under construction.

The Dwelling on this farm is a large well built Brick House, with a fine cellar, and is pleasantly and healthfully located. The Out-buildings are substantial, there being Brick Stock-Vehicle, &c., all in good repair, condition, ready for use. Any and every description of engine or carriage, &c., will find a convenient and safe place to be located here.

TOGETHER WITH THE Dwelling, there is a fine Brick dry house, carriage house, a two-story brick meat-house, with staircase, Barn, Stables, Crabs, &c. There are also two wells within the yard, that afford an abundant supply of water for all purposes. The yard is completely enclosed with shrubbery, an excellent Garden, a large and select Apple Orchard, and a great variety of small fruit. All who want a good and comfortable home, would do well to call and examine for themselves.

W. C. ANDERSON, *Congress.*  
Danville, April 8, '53.

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Danville, April 8, '53.

Especially yours,

W. C. ANDERSON, *Congress.*  
Danville, April 8, '53



DANVILLE, KY.  
Friday Morning, April 15, 1853.

REV. B. PALMER, the American Newspaper Agent, is the only authorized Agent for this paper in the cities of Philadelphia, New York and Boston, and is duly empowered to take advertisements and subscriptions for the rates required by us. His receipts will be regarded as payment. His offices are—PHILADELPHIA, N. W., corner Third and Chestnut streets; NEW YORK, 17th and Broadway; BOSTON, Sculley's Book-binders.

TEMPERANCE ADDRESS.—Rev. Dr. J. BRECKINRIDGE will deliver an address on the Temperance Question at the First Presbyterian Church in this place, on Monday evening next. The public are invited to attend.

LOCAL.—Silver is very scarce in our city at present—so is silver change.

The Town Trustees will issue no more licenses to retail ardent spirits. It is hoped this move will diminish the number of "spirit mediums" in our town.

The youngsters were thrown into a tremendous excitement on Friday last by the entrance into our city of a man seated in a small lugubrious carriage, drawn by a couple of dogs. The owner of this novel team is a cripple, and we believe a professor of physiognomy.

The office of Police Judge is about to be made vacant by the resignation of Judge Speed, who has filled the office with honor to himself and credit to the town for a number of years. There are several applicants for the vacancy.

The Board of Trustees on Monday last elected Mr. JAMES STOUGHTON, Town Night Watch.

The senate adjourned *sine die* on Tuesday. It was rumored in Washington that the Cabinet was to be changed and re-constructed before the adjournment, but such was not the case. There is reason to believe that the Cabinet is in a small, and that it is a very discordant body, but no change in it has taken place.

The new law in Missouri requires all railroads to be five feet six inches gauge.

FIRE.—We regret to learn that on Monday evening last, the commodious dwelling of Rev. M. J. Ferry, in Mercer county, was destroyed by fire. The furniture in the house was saved. Mr. Ferry is a well-known Methodist clergyman, and resided in this place for a number of years. His loss is very heavily upon him, and we are advised by a writer from a friend that a zealous effort will be made among his neighbors and friends to raise a sufficient sum of money to reward his house.

DESTRUCTIVE FIRE.—About half a square on J. Wilson street in Louisville was destroyed by fire on Saturday morning last. The fire commenced at three different places, and was doubtless the work of an incendiary. Dr. Gann, Mr. McGuire and George Adams, are the principal losers.

GRANARY RAIDER.—Such is the title of a new paper, neutered in politics, published in Greenup, Ky. The man behind her is before us, and we find it exceedingly well printed, well edited, and evincing a determination on the part of its editors to make the Round world of propaganda. S. P. Drake & Co., publishers. J. Davidson and J. M. Cobb, Editors.

MAIL BURG.—*Arrest of the Burglar.*—Col. J. F. Leavy, the mail agent for Kentucky and Tennessee, has been arrested on the charge of robbing the mail between Louisville and Nashville. The money stolen was branded with a private mark, and a portion of it has been recovered from persons to whom it was paid by Col. Leavy. Col. L. formerly resided in Lexington, Ky., and has heretofore been regarded as a man of strict integrity.

Since the above was in type we notice in the Louisville Journal of Monday that Leavy has been examined, and held in bail in the sum of \$10,000, to the charge at the next term of the U. S. District court of Kentucky, which meets at Frankfort next month. In default of giving bail he was committed.

VICE PRESIDENT KING.—The Hon. Wm. R. King has arrived, as announced by telegraph, at Mobile from Havana, in the steamer Fulton. His health is reported very feeble.

IMMENSE POSSESSIONS.—In the course of his speech on the 15th inst., Mr. Clayton of Delaware stated that we now have one hundred millions of acres of land on which the white man has never trod. He thought that if, in the lapse of time, our present area should be covered, and men shall desire to extend the area of liberty, then we should not stay the advance of progress; but the day should never come when American statesmen could make the declaration that we intend to disregard treaties.

RAILROAD MEETING AT LEBANON.—A meeting was held at Lebanon on the 23d inst., to take some action in regard to the proposed construction of a railroad to intersect the Lexington and Danville road at some suitable point, and passing thro' Harrodsburg, to join the Louisville and Nashville railroad in Hart or Barren counties. Arrangements were made for a survey of the proposed route, and books for subscriptions of stock ordered to be opened at various points.

SOUTHERN LADIES' BOOK.—The April number of this new and elegant periodical is on our table. It contains two illustrations—a portrait of Hon. J. H. Caldwell, and an engraving of the St. Charles Hotel, New Orleans. Its pages are richly stored with contributions from the pens of Southern writers, foremost among whom is the accomplished Lady editor, Mrs. L. Virginia French. Terms, \$3 per annum. Address Youmans & Co., No. 30, Camp st., New Orleans.

THE COMMERCIAL INTERCOURSE OF THIS COUNTRY WITH THE PACIFIC IS GROWING RAPIDLY.

It is said there are from twenty-five to thirty vessels in the port of New York up for California alone, embracing a large number of the most splendidly-built clipper ships. There are also eight fine vessels up for Australia, and all filling at satisfactory rates. Those loading for California are taking in valuable cargoes, consisting chiefly of flour, lumber, provisions, machinery, and assorted goods.

The Eastern papers are publishing obituary notices of Hon. Thos. F. Marshall. This mistake has been created by the killing of Gen. Thos. Marshall, recently in Lewis county. The real Simon pure "Tom Marshall" is yet alive, and is a candidate for the Legislature in Woodford county.

RHODE ISLAND HAS ADOPTED THE MAINE LIQUOR LAW BY A MAJORITY OF 950.

A MAIL WHICH LEFT CINCINNATI ON THE 26th ult., for New York and other points, has been stolen or mysteriously delayed; it contained about \$200,000 in drafts from Cincinnati Merchants and Bankers.

A DISPATCH FROM WASHINGTON, OF THE 6th, says: "The Senate appointed a committee to wait upon the President, who informed the Senate that he had no other communications to make, whereupon they resolved that the President *pro tem.* adjourn the Senate finally on Monday at 10 o'clock."

IT IS rumored that Gen. Arista has received his passport from the Mexican Government to the United States.

CUBA.—The 600,000 inhabitants of that island pay annually about \$25,000,000 of imposts. Each Cuban is obliged to contribute about \$45 yearly for the support of the Spanish crown.

PLANTING POTATOES.—At a discussion of the Farmers' Club in Rhode Island, on the 12th ult., it was maintained that potatoes should not be sown for seed, that their good qualities were retained by planting them whole.

THE WASHINGTON UNION SAYS THE NATIONAL INTELLIGENCE sums up the various offices in the gift of the departments at Washington, which the Evening Journal proceeds to analyze after this fashion:

Clerkships, 7200 about \$150,000 Head of Department, &c., 1,250,000 Foreign Envys. annually, 250,000 Post Office expenses and com. 2,500,000 Mail Contracts, 6,500,000 Advertising of the Departments, 70,000 Congressional printing, 500,000

Total, \$14,601,000

THE HON. JAMES BUCHANAN, of Pennsylvania, was on Monday last nominated by the President to the Senate as Minister to England. The nomination was confirmed, and it is rumored that he accepts.

A G. ON ORDER.—We see by the reports of the police court of the city of Louisville, that Judge Joyes, a day or two since, instructed the police to arrest all boys perambulating the streets at a late hour of night, unless they can show good cause for being out. His honor said that if parents could not keep their children at home, he would take care of them.

THE NEW YORK COURIER AND ENQUIRER SAYS: "The new Administration appears to be rapidly getting into those difficulties which the wane of harmony among its supporters. All was union and harmony, and fraternal affection in the Democratic ranks, so long as they were battling for place against Whig incumbents; but no sooner was victory achieved and the spoils to be divided, and measures to be proclaimed, upon which the administration of affairs is to be based, than old bickerings and heats, burnings, and hostilities temporarily suppressed, and differences of opinion upon grave national questions momentarily waived are all revived with unmitigated force and are destined to fill the administration from power in 1856."

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## HUMOROUS.

### DELIVER US.

From all bores, back-busters, inquisitive people, tell-tales, and hollow-hearted evil doers, deliver us.

From long winded, prosy essays, harangues and hail storms, from high winds of adversity and rich relations, deliver us.

From whimsical wives, pet dogs and fashionale daughters and \$100 shawls deliver us.

From other people's babies and their mint sticks, from harangues about smart children deliver us.

From rheumatism and lumbago, quack doctor's pills and potass, deliver us.

From smoky chimneys, scolding wives and wash days, deliver us.

From Amateur poets and love sonnets, dancing masters and fish-hooks deliver us.

From politics in religion and religion in politics, deliver us.

INFALLIBLE REMEDIES.—We have no faith in quick medicines, but think it always best, when sick, to apply to a regular physician. There are, however, some simple remedies, for certain disorders which we can recommend as infallible.

For sea-sickness—stay at home.

For drunkenness—drink cold water.

For accidents—keep out of danger.

For fear of Sheriff—pay your debts.

To be happy—be honest.

To please all—mind your own business.

To make money—advertise.

To have a good conscience—keep the commandments.

To do right—take a good newspaper.

To prevent stammering—speak the truth.

To sleep well—be industrious.

To have your memory blessed—PAY THE PRINTER.

One of the laziest men in this country resides in Iowa. As a sample of his inertia, we would mention that the only reason he don't get married is 'cause he's too "stand up." Whenever he feels like gaping, he employs a little bay to pull his mouth open.

There is one advantage in being old, and that is you can 'laze around the house' without being charged with laziness. We look forward to a good deal of enjoyment after we have reached eighty.

Dutchman.

AN IMPORTANT QUESTION.—The following question was proposed by an anonymous Scotch maiden, many years ago, but to our knowledge has never been answered:

If a body meet a body comin' thro' the rye, If a body kossa body should a body cry.

So far as we are informed in such matters, we do not hesitate to express our opinions that under the circumstances there is not the slightest occasion for tears.

## REMOVAL.

WEYER'S DOOR OF Saddles, Harness, Trunks, SADDLER'S HARDWARE, &c. &c.

THE subscriber respectfully informs his patrons and the public generally, that he has removed to the house one door below STOUT'S DRUG-STORE, and that he now has on hand a very large and superior stock of SADDLES,

Of every description, among them will be found Kilgore's Patent Spanish Saddle, the best Saddle for both Men and Horse ever used. Carriage, Buggy and Waggon Harness?

Together with a large and well-assorted supply of Trunks, Carpet-Bags, Whips, Saddler's Hardware, Tackings, &c. Any article in my line will be made to order on short notice.

N. B. REPAIRING of all kinds promptly attended to.

W. H. LINNEY.

Danville, feb 1853-4.

## Town Ordinance.

BE IT ORDAINED, by the Board of Trustees of the Town of Danville—that hereafter it shall be unlawful for any Hog, Sheep or Pig to run large within the limits of the town of Danville. If any person found hereafter running at large, it shall be the duty of the Marshal to take up the same and advertise the same by posting on the Court House door, the number, color, marks, &c., on them for five days, and if, at the expiration of that time no person claims them, then the Police Judge or any Justice of the Peace, if upon trial, shall determine that they were running at large when taken up, and then issue an order to sell the same, and when so sold, the Marshal shall, after paying himself for all expenses of keeping the same and 25 cents on each head, (which is allowed said Marshal,) pay the remainder over to the Treasurer to be kept by him until the original owner or owners appear for the same. But if the owner should apply for the hog or hogs before the day of sale, the Marshal shall, after inquiring him pay all the expenses of keeping and 25 cents on each head, to the original owner. The Marshal shall have a bill on all hogs taken up by him for all costs and expenses.

By order of the Board.

C. RODES, President.

March 4, 1853-2m.

## Gas-coins.

WE are now receiving a general account of Groceries, consisting in part of Clarified, Crushed and Brown Sugars; Golden Syrup, Sugar-house and Plantation Molasses; Coffee, Tea, Pepper, Alspice, Ginger, Soda, Saleratus, &c., &c., all of which we will sell very low.

WELSH & RUSSEL.

FRESH GROCERIES: JUST received and for sale low for Cash 11 lbs N. O. Sugar;

3 lbs Refined, 10 lbs. " " " to best; 7 lbs. White & white refined Crashed Sugars;

20 sacks Old Baltimore Rio Coffee;

10 lbs Golden Syrup and Molasses;

A large lot Star and Mound Candies;

feb 1853

J. M. NICHOLS.

BUGGY SPRINGS.—A few sets of Buggy Springs on hand and for sale by WELSH & RUSSEL.

Paints, Oils, Varnishes, &c.

WELSH & RUSSEL have and are keeping on hand, a complete assortment of Paints, Oils, Varnishes, Window Glass, &c., and do not intend to be undersold by their neighbors.

mar 4, '53

## Providers.

GUN and Blasting Powder by the Keg or at retail: Also, Safety Fuse.

JNO. HAYT.

## TIME--TIME--TIME!

THE undersigned has just received a case of loudsomes Mantle Clocks, Repeating Alarm, &c. Also, some very fine Gold Hunting-Cased Patent Lockets, very aristocratic-looking articles, worth seeing. His assortment of Finger Rings, Breastpins, Ear Rings, &c. Is very complete, and all very cheap.

THOS. R. J. AYRES.

Danville, jan 14, '53

Shafts and Poles.

A NEW and fresh supply of steamed and bent Hickory shafts and steamed and bent Buggy Poles, of a superior quality, for sale by

March 18 A. B. GRUBB.

## A CASH RETAIL GROCERY.

THE subscriber is receiving a fresh supply of Groceries, which he will sell at Retail as low as they can be bought in this place at the Wholesale houses. His stock consists in part of the following articles:

Sugar—  
6 lbs prime N. O. Brown Sugar;  
" " " Clarified do;  
6 lbs all number Crashed do;  
" " " do do;  
" " " Powdered do;

Molasses—  
2 lbs Plantation Molasses; 4 lbs blis. do;  
" " " Sugar House; 2 lbs do;  
" " " do Syrup;  
" " " Golden do; 2 1/2 lbs do;

Coffee—  
18 lbs Old Rio Coffee;  
" " " Java do;  
Fish—  
2 lbs Mackerel; 2 1/2 lbs do;  
" " " Salmon; 1 lbs Fish;

Cedar Ware—  
1 doz brass bound White Cedar Buckets;

1 iron bound Red do do;

1/2 " brass bound do Cans;

COTTON YARNS—  
1200 doz Mayville Cotton, assorted No.'s

Together with a large stock of other articles too tedious to mention—all of which will be sold at Retail Low for Cash or approved Country Produce.

BENJ. BOLING.

Danville, feb 4, '53

FRESH GROCERIES

At Wholesale or Retail.

THE undersigned is now receiving a very large and superior stock of GROCERIES consisting in part of the following articles:

SUGAR—  
20 lbs prime N. O. Sugar;

5 lbs N. O. Clarified do;

Crashed and Powd. do;

COFFEE—  
20 lbs prime Rio Coffee;

10 lbs Java do;

MOLASSES—  
10 lbs Sugar House & Plantation Molasses;

5 lbs Golden Syrup;

MACKEREL—  
10 lbs No. 1 Mackerel, in whole and half lbs;

5 lbs No. 2 do; large size;

SUNDRIES—  
Superior Star and Black Teas;

Star and Tallow Candles;

Table Salt, Pepper, Spices, &c.;

Cheese, Salads, Soda, &c.

Together with a large stock of other articles too numerous to mention; all of which will be sold at very fair prices. I have imported thus largely with the design of supplying

WHOLESALE

As well as Retail Orders. Those wishing to purchase, will find it to their interest to examine my stock and learn my prices before buying elsewhere.

J. L. SMITH.

Danville, jan 24, '53

REMOVAL.

WEYER'S DOOR OF

Saddles, Harness, Trunks, SADDLER'S HARDWARE, &c. &c.

—

THE subscriber respectfully informs his patrons and the public generally, that he has removed to the house one door below STOUT'S DRUG-STORE, and that he now has on hand a very large and superior stock of SADDLES,

Of every description, among them will be found Kilgore's Patent Spanish Saddle,

the best Saddle for both Men and Horse ever used. Carriage, Buggy and Waggon Harness?

Together with a large and well-assorted supply of Trunks, Carpet-Bags, Whips, Saddler's Hardware, Tackings, &c. Any article in my line will be made to order on short notice.

N. B. REPAIRING of all kinds promptly attended to.

W. H. LINNEY.

Danville, feb 18 1853-4

Gas-coins.

WE are now receiving a general account

of Groceries, consisting in part of Clarified, Crushed and Brown Sugars;

Golden Syrup, Sugar-house and Plantation Molasses;

Coffee, Tea, Pepper, Alspice, Ginger,

Soda, Saleratus, &c., &c., all of which we will sell very low.

WELSH & RUSSEL.

FRESH GROCERIES:

JUST received and for sale low for Cash

11 lbs N. O. Sugar;

7 lbs Refined, 10 lbs. " " " to best;

20 sacks Old Baltimore Rio Coffee;

10 lbs Golden Syrup and Molasses;

A large lot Star and Mound Candies;

feb 1853

J. M. NICHOLS.

BUGGY SPRINGS.—A few sets of Buggy Springs on hand and for sale by WELSH & RUSSEL.

Paints, Oils, Varnishes, &c.

WELSH & RUSSEL have and are keeping on hand, a complete assortment of Paints, Oils, Varnishes, Window Glass, &c., and do not intend to be undersold by their neighbors.

mar 4, '53

J. M. NICHOLS.

Providers.

GUN and Blasting Powder by the Keg

or at retail: Also, Safety Fuse.

JNO. HAYT.

Danville, feb 28, '53

G.C.

## PROFESSIONAL CARDS.

A. B. SNEED.

JOHN COWAN.

**ATTORNEYS AT LAW,**

DANVILLE, KY.

Also, some very fine

Gold Hunting-Cased

Patent Lockets,

Very aristocratic-looking

articles, worth seeing. His assortment of

Finger Rings, Breastpins, Ear Rings, &c.

Is very complete, and all very cheap.

THOS. R. J. AYRES.

Danville, jan 14, '53

BOYLE & LYDNERSON,

ATTORNEYS AT LAW,

&lt;p